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ORDINANCE NO. 2008 - 030

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA AMENDING THE 1989 COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 89-17, AS AMENDED; AMENDING THE TRANSPORTATION ELEMENT (TO MODIFY THE **WESTGATE-BELVEDERE HOMES** COMMUNITY REDEVELOPMENT AREA TRANSPORTATION CONCURRENCY EXCEPTION AREA MONITORING TABLE); THE TRANSPORTATION ELEMENT (TO UPDATE **LEVEL OF SERVICE** POLICIES AND TO CLARIFY CONCURRENCY POLICIES ACCORDINGLY); AND THE TRANSPORTATION ELEMENT AND MAP SERIES (TO MODIFY THE **URBAN REDEVELOPMENT AREA** TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA) TO EXPAND THE BOUNDARY AND ALLOWABLE LAND USES TO ACCOMMODATE POTENTIAL INDUSTRIAL EMPLOYMENT CENTERS, AND TO MODIFY THE TCEA AND CRALLS MAP (TE 15.1), THE TCEA DETAILS MAP (TE 15.5), AND THE URBAN REDEVELOPMENT AREA REGULATING PLAN MAP (LU 9.1) TO REFLECT THE EXPANDED BOUNDARY OF THE URA TCEA MILITARY TRAIL AND CONGRESS AVENUE CORRIDORS APPROXIMATELY FROM SOUTHERN BOULEVARD TO FOREST HILL BOULEVARD; AND AMENDING ALL ELEMENTS AS NECESSARY; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE 1989 COMPREHENSIVE PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 31, 1989, the Palm Beach County Board of County Commissioners adopted the 1989 Comprehensive Plan by Ordinance No. 89-17;

WHEREAS, the Palm Beach County Board of County Commissioners amends the 1989 Comprehensive Plan as provided by Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners have initiated amendments to several elements of the Comprehensive Plan in order to promote the health, safety and welfare of the public of Palm Beach County; and

WHEREAS, the Palm Beach County Local Planning Agency conducted its public hearings on February 8, February 22, March 28, and April 11, 2008 to review the proposed amendments to the Palm Beach County Comprehensive Plan and made recommendations regarding the proposed amendments to the Palm Beach County Board of County Commissioners pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, the Palm Beach County Board of County Commissioners, as the governing body of Palm Beach County, conducted a public hearing pursuant to Chapter 163, Part II, Florida Statutes, on April 28, 2008 to review the recommendations of the Local Planning Agency, whereupon the Board of County

Commissioners authorized transmittal of proposed amendments to the Department of Community Affairs for review and comment pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, Palm Beach County received the Department of Community Affairs "Objections, Recommendations, and Comments Report," dated July 11, 2008 which was the Department's written review of the proposed Comprehensive Plan amendments; and

WHEREAS, the written comments submitted by the Department of Community Affairs contained no objections to the amendments contained in this ordinance;

WHEREAS, on August 21, 2008 the Palm Beach County Board of County Commissioners held a public hearing to review the written comments submitted by the Department of Community Affairs and to consider adoption of the amendments; and

WHEREAS, the Palm Beach County Board of County Commissioners has determined that the amendments comply with all requirements of the Local Government Comprehensive Planning and Land Development Regulation Act.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:

Part I. Amendments to the 1989 Comprehensive Plan

Amendments to the text of the following Elements of the 1989 Comprehensive Plan are hereby adopted and attached to this Ordinance in Exhibits 1 through 3:

1. **Westgate-Belvedere Homes Community Redevelopment Area TCEA**, to revise and update data related to the Westgate-Belvedere Homes Community Redevelopment Area Transportation Concurrency Exception Area (TCEA)
 - A. Transportation Element;
2. **Transportation Level of Service**, to update level of service policies and to clarify concurrency policies.
 - A. Transportation Element;
3. **Urban Redevelopment Area TCEA**, to expand the boundary and allowable land uses to accommodate potential industrial employment centers, and to modify three maps to reflect the expanded boundary of the URA TCEA Military Trail and

Congress Avenue Corridors approximately from Southern Boulevard to Forest Hill Boulevard.

A. Transportation Element

B. Map Series, TCEA and CRALLS Map (TE 15.1), TCEA Details Map (TE 15.5), and Urban Redevelopment Area Regulating Plan Map (LU 9.1).

Part II. Repeal of Laws in Conflict

All local laws and ordinances applying to the unincorporated area of Palm Beach County in conflict with any provision of this ordinance are hereby repealed to the extent of such conflict.

Part III. Severability

If any section, paragraph, sentence, clause, phrase, or word of this Ordinance is for any reason held by the Court to be unconstitutional, inoperative or void, such holding shall not affect the remainder of this Ordinance.

Part IV. Inclusion in the 1989 Comprehensive Plan

The provision of this Ordinance shall become and be made a part of the 1989 Palm Beach County Comprehensive Plan. The Sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "ordinance" may be changed to "section," "article," or any other appropriate word.

Part V. Effective Date

The effective date of this plan amendment shall be the date a final order is issued by the Department of Community Affairs or Administration Commission finding the amendment in compliance in accordance with Section 163.3184(1)(b), Florida Statutes, whichever is applicable. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Florida Department of Community Affairs, Division of Community Planning, Plan Processing Team. An adopted amendment whose effective date is delayed by law shall

be considered part of the adopted plan until determined to be not in compliance by final order of the Administration Commission. Then, it shall no longer be part of the adopted plan unless the local

government adopts a resolution affirming its effectiveness in the manner provided by law.

APPROVED AND ADOPTED by the Board of County Commissioners of Palm Beach County, on the 21st day of August, 2008.

ATTEST: PALM BEACH COUNTY, FLORIDA,
SHARON R. BOCK, CLERK BY ITS BOARD OF COUNTY COMMISSIONERS &
COMPTROLLER

By Judith Crooks By Addie L. Greene
Deputy Clerk Addie L. Greene, Chairperson

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Robert D. Orlitzky
COUNTY ATTORNEY

Filed with the Department of State on the 28th day of
August, 2008.

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EXHIBIT 1

A. Transportation Element, Westgate CRA Transportation Concurrency Exception Area

REVISIONS: To revise the Westgate CRA TCEA. The revisions are numbered below, and shown with the added text underlined, and the deleted text ~~struck out~~.

TE OBJECTIVE 1.2 Level of Service Exceptions

Policy 1.2-r: The Westgate-Belvedere Homes Community Redevelopment Area (Westgate CRA) Transportation Concurrency Exception Area (TCEA) is hereby established and designated. Contiguous with the boundaries of the CRA, the TCEA is bounded by Okeechobee Boulevard on the north side, Florida Mango Road on the east side, Belvedere Road on the South side, and Military Trail on the West side. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in the Table TE-6 of this policy. A proposed project must be recommended for approval by the Community Redevelopment Agency to be eligible to benefit from this pool. Any project utilizing this TCEA and significantly impacting Interstate 95 shall be required to address its impacts pursuant to ULDC. By August 2010, the TCEA may be modified by the BCC if the CRA achieves the developments shown in Table TE-6. Beginning December 30th, 2006, The CRA shall submit an annual report to the County's Planning Director to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below is not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. Development approvals utilizing the TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips and total p.m. peak hour trips set by Table TE-6. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.

**TABLE TE-6
WESTGATE/BELVEDERE HOMES CRA –TCEA
MONITORING TABLE**

Allowable Land Use Intensities	Residential/ Rental Units	Hotel Rooms	Industrial	Office	Other Non- Residential
Existing Land Use Totals ¹	2257	0	323,895	482,000	2,302,005
Planned Land Use Totals ^{1,2} Allowable variance +/- (%)	2937 15%	200 25% 50%	572,633 10%	1,137,785 10%	2,819,577 10%
Maximum Allowable Minimum Allowable	3377 2496	250-300 150-100	629,896 515,369	1,251,563 1,024,006	3,101,535 2,537,619
Allowable Vehicle Trips	Daily Traffic			PM Peak Hour Traffic	
Planned Land Use Net New Trips	3538-13,229			345-1,457	
Allowable Land Use Ratios	Residential/Office			Residential/Other Non-Residential (Incl. Industrial)	
Maximum Allowable Ratios ²	3.30			1.11	
Minimum Allowable Ratios ²	1.00			0.67	

¹ As per justification report dated February 2005.

^{1,2} Includes existing development.

² Residential units divided by 1,000 sq ft of Office or Other Non-Residential uses.

1. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square feet approved office space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.
2. Beginning with the March 31, 2010 annual report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square feet approved other non-residential space shall remain between the maximum and minimum allowable ratios identified in Table TE-6.

(Unaltered text omitted for brevity)

EXHIBIT 2

A. Transportation Element, Transportation Level of Service Updates

REVISIONS: To update Tables TE 1a and 2a and clarify concurrency policies accordingly. The revision is shown with the deleted text ~~strike-out~~ and the added text underlined.

Policy 1.1-b: No development order shall be issued by the County or a municipality for any project that adds traffic to a thoroughfare network street or intersection as defined herein and in the Unified Land Development Code (ULDC) Traffic Performance Standard that causes a LOS in Test One or Test Two to fall below acceptable levels. Traffic shall be measured by application of Test One and Test Two as described below and set forth with greater specificity in the ULDC. Exceptions are limited to those Specific Exceptions as provided for in this Element.

1. Test One shall analyze the projected levels of service on the intersections and links of the Thoroughfare network as defined in the ULDC. The analysis shall consist of two components; Test One Part One – Intersection Analysis and Test One Part Two – Link Analysis.
 - a. Test One Part One shall utilize the peak season, peak hour turning movement volumes at ~~significant intersections~~ Major Intersections as defined in the ULDC. The intersections must satisfy the LOS D thresholds using the 1985 Highway Capacity Manual-Planning Methodology (also known as the Critical Movement Analysis, CMA). In addition to performing this analysis, subsequent analysis may be performed to show compliance using the most current Highway Capacity Manual Intersection Operational Analysis.
 - b. Test One Part Two shall utilize the peak season, peak hour traffic volumes on links within or beyond the Maximum-Radius of Development Influence (MRDI) where the project has a significant impact as defined in the ULDC. The links shall operate at LOS D thresholds based on the appropriate FDOT Table for two-way, Class II, peak hour volumes as identified in Table TE 1a of this Element. Three alternative analyses may be performed using the peak season, peak hour, peak directional volumes, subsequent to the two-way peak hour analysis, to demonstrate compliance.
 - 1) The first alternative analysis for links requires compliance with the peak season, peak hour, peak directional volume thresholds for LOS D defined by the Class II volumes in the appropriate FDOT Table for peak season, peak hour, peak directional volumes as identified in Table TE 1a of this Element.
 - 2) Any link that fails the analysis under (i)-1) must operate at peak season, peak hour, peak directional volume thresholds for LOS D as defined by Class I category in the appropriate FDOT Table, as identified in Table 1a of this Element, and the Major Intersections on each end of the failing link shall meet the satisfaction of LOS D Intersection Thresholds criteria at each intersection of a failing link. The intersections shall be analyzed in the manner described in Policy 1.1-b (1)-(a).
 - 3) If the Any link that fails the analysis under (i)-2) but the intersections meet LOS D Intersection Thresholds, a more detailed analysis can be done as follows: and (ii)-above must operate at or better LOS D based on analysis using the Current Highway Capacity Manual Arterial Analysis methodology:
 - i) If the Buildout period is five years or fewer and the traffic signals projected to be in place on the link during the Buildout period of the Traffic Impact Study are less than or equal to 2 miles apart, the HCM Arterial Analysis Operational methodology shall be conducted.
 - ii) If traffic signals projected to be in place on the link during the Buildout period of the Traffic Impact Study are more than 2 miles apart, the Total Traffic peak hour directional

volumes shall be compared to the LOS D Uninterrupted Flow thresholds as identified in Table TE 1a of this Element.

iii) If the Buildout Period is greater than five years, the traffic signals projected to be in place on the Link during the Buildout Period of the Traffic Impact Study are less than or equal to 2 miles apart, and the Total Traffic peak hour; two-way and directional volumes exceeded the allowable thresholds in 2), then the Project fails Part Two of Test One.

2. Test 2-Five Year Analysis: No project shall be approved for development by the County or a municipality unless it can be shown that the traffic impact of the proposed development meets the requirements of Test 2 as described in greater detail in the ULDC. A Test 2 analysis will address all traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five-Year Transportation Improvement program in effect at the time of traffic analysis submittal. LOS E, provided for in Tables 2a through 2c shall be employed in application of Test 2 as set forth in greater detail in the ULDC.
3. The level of Service D thresholds for Test One, Parts One and Two and Test Two are shown in Tables TE-1a through for ADT, peak-hour (two-way and directional) link volumes, TE-1b: Intersection Thresholds and TE-1c: Arterial Thresholds Speed.
4. The Level of Service E thresholds for Test One, Parts One and Two and Test Two are shown in Tables TE-2a- through for ADT, peak-hour (two-way and directional) link volumes, TE-2b: Intersection Thresholds and TE-2c: Arterial Thresholds Speed. [9J-5.0055(2)(a)F.A.C.] [9J-5.019(4)(c)1 F.A.C.]

**TABLE TE 1a
LEVEL OF SERVICE Level of Service D Link Service Volumes**

FACILITY TYPE	ADT	PK HOUR (Two-way)	Peak Season, Peak Hour, Peak Direction Service Volume		
			CLASS I	CLASS II	UNINTERRUPTED FLOW**
2 lanes undivided*	2L	12,300	1,170	690	650
2 lanes one-way	2LO	19,600	1,870	2,230	2,050
3 lanes two-way	3L	15,400	1,460	860	810
3 lanes one-way	3LO	29,500	2,810	3,350	3,080
4 lanes undivided*	4L	24,500	2,330	1,400	1,280
4 lanes divided	4LD	32,700	3,110	1,860	1,710
5 lanes two-way	5L	32,700	3,110	1,860	1,710
6 lanes divided	6LD	49,200	4,680	2,790	2,570
8 lanes divided	8LD	63,800	6,060	3,540	3,330
4 lanes expressway	4LX	67,200	6,250	3,440	
6 lanes expressway	6LX	105,800	9,840	5,410	
8 lanes expressway	8LX	144,300	13,420	7,380	
10 lanes expressway	10LX	182,600	16,980	9,340	

Based on the FDOT Quality/ LOS Manual, 2002 edition.

*Service volumes for "undivided" roadways assume no left turn lanes are available.

**Service volumes for "uninterrupted flow" are not applicable to FLUE Policy 3.5-d 1)

TABLE TE 2a
Level of Service E Link Service Volumes

FACILITY TYPE	ADT	PK HOUR (Two-way)	Peak Season, Peak Hour, Peak Direction Service Volume		
			CLASS I	CLASS II	UNINTERRUPTED FLOW
2 lanes undivided*	2L	13,000	1,240	710	680
2 lanes one-way	2LO	20,700	1,960	2,230	2,160
3 lanes two-way	3L	16,300	1,550	890	850
3 lanes one-way	3LO	31,100	2,950	3,350	3,250
4 lanes undivided*	4L	25,900	2,450	1,400	1,350
4 lanes divided	4LD	34,500	3,270	1,860	1,800
5 lanes two-way	5L	34,500	3,270	1,860	1,800
6 lanes divided	6LD	51,800	4,920	2,790	2,710
8 lanes divided	8LD	67,000	6,360	3,540	3,500
4 lanes expressway	4LX	76,500	7,110	3,910	
6 lanes expressway	6LX	120,200	11,180	6,150	
8 lanes expressway	8LX	163,900	15,240	8,380	
10 lanes expressway	10LX	207,600	19,310	10,620	

Based on the FDOTQuality/ LOS Manual, 2002 edition.

*Service volumes for "undivided" roadways assume no left turn lanes are available.

EXHIBIT 3

A. Transportation Element, Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA)

REVISIONS: To modify policies and tables regarding the Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) to allow for existing and new industrial development guidelines to Policy 1.2-v; and to increase the allowable variance and planned land use totals for new industrial developments to Table TE-7B. The added text is shown underlined.

Policy 1.2-v: Urban Redevelopment Area (URA) - Transportation Concurrency Exception Area (TCEA) is hereby established and designated. Only projects that are consistent with the Urban Redevelopment Area Master Plan as adopted by the BCC shall utilize the provisions of this TCEA. The boundaries of the TCEA are shown in TE Maps 15.1 and 15.5 in the Map Series below. Projects within municipalities, except industrial development and industrial parcels generally located at the northwest corner of Congress Avenue and Forest Hill Boulevard, may utilize this TCEA provided that municipalities adopt regulations consistent with this policy, adopt affordable housing policy consistent with the County's workforce housing regulations if proposing residential development, be consistent with the URA Master Plan and the County's land development regulations adopted to implement this plan. The Industrial developments and industrial projects described above may be able to utilize this TCEA, at any time, provided Palm Beach County determines that these projects are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in Tables TE-7a and TE-7b of this policy. Any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the ULDC.

Prior to issuance of any Development Order for a project within the TCEA, the project must submit a traffic generation study for approval to the County Engineer. This traffic study shall show external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TE-7.A and TE-7.B.

Beginning March 1, 2011, the County's Planning Division in coordination with the Traffic Division shall prepare a biennial report to demonstrate compliance with the conditions set forth in this policy. Upon review by the Planning Director and the County Engineer, the biennial report will be submitted to the Board of County Commissioners (BCC) for consideration. In the event that any of the conditions below are not met, the BCC may amend or rescind any or all of this policy. The conditions are:

1. By January 2009, the County's Zoning Division in coordination with the Planning Division shall develop land development regulations designed to implement the objectives of the URA master plan. No developments shall be allowed to utilize this TCEA until the new regulations are adopted and are in effect.
2. The development approvals utilizing this TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips, and total pm peak hour trips set in Tables TE-7a and TE-7b of this policy. No building permits shall be issued for new development when the applicable maximum allowable limit for that land use is reached.
3. Beginning with the March 1, 2015 biennial report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square-foot approved office space shall remain above the minimum allowable ratios identified in Tables TE-7a and TE-7b.
4. Beginning with the March 1, 2015 biennial report, and at the end of each reporting period thereafter, the cumulative ratio of approved residential units to 1,000 square-foot approved other non-residential space shall remain above the minimum allowable ratios identified in Tables TE-7a and TE-7b.

TABLE TE-7A
Urban Redevelopment Area—TCEA for Military Trail Corridor
MONITORING TABLE

Allowable Land Use Intensities	Residential/Rental Units	Retail ²	Industrial/Warehouse	Office	Other Non-Residential
Planned Land Use Totals ¹	2766	1,432,127	300,669	153,266	247,426
Allowable variance +/- (%)	15%	25%	10%	10%	10%
Maximum Allowable	3181	1,790,159	330,736	168,593	272,169
Minimum Allowable	2351	1,074,095	270,602	137,939	222,683
Allowable Vehicle Trips		Daily Traffic		PM Peak Hour Traffic	
Planned Land Use Net New Trips		15785		1590	
Allowable Land Use Ratios at Buildout		Residential/Office		Residential/Other Non-Residential (Incl. Industrial)	
Minimum Allowable Ratios ³		14.0		3.9	

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

TABLE TE-7B
Urban Redevelopment Area—TCEA for Congress Avenue Corridor
MONITORING TABLE

Allowable Land Use Intensities	Residential/Rental Units	Retail ²	Industrial/Warehouse	Office	Other Non-Residential
Planned Land Use Totals ¹	1,743	619,949	35,146	180,521	58,188
Allowable variance +/- (%)	15%	25%	40% <u>815,146</u> 15%	10% <u>25%</u>	10% 25%
Maximum Allowable	2,004	774,936	38,661	198,573	64,007
Minimum Allowable	1,482	464,962	31,631 <u>937,418</u> 692,874	162,469 <u>225,651</u> 135,391	52,369 72,735 43,641
Allowable Vehicle Trips		Daily Traffic		PM Peak Hour Traffic	
Planned Land Use Net New Trips		8213 <u>13,379</u>		913 1,641	
Allowable Land Use Ratios at Buildout		Residential/Office		Residential/Other Non-Residential (Incl. Industrial)	
Minimum Allowable Ratios ³		<u>7.5</u> 6.6		<u>14.4</u> 1.47	

¹ Includes existing development

² The unit for Non-residential developments is in square feet (sft).

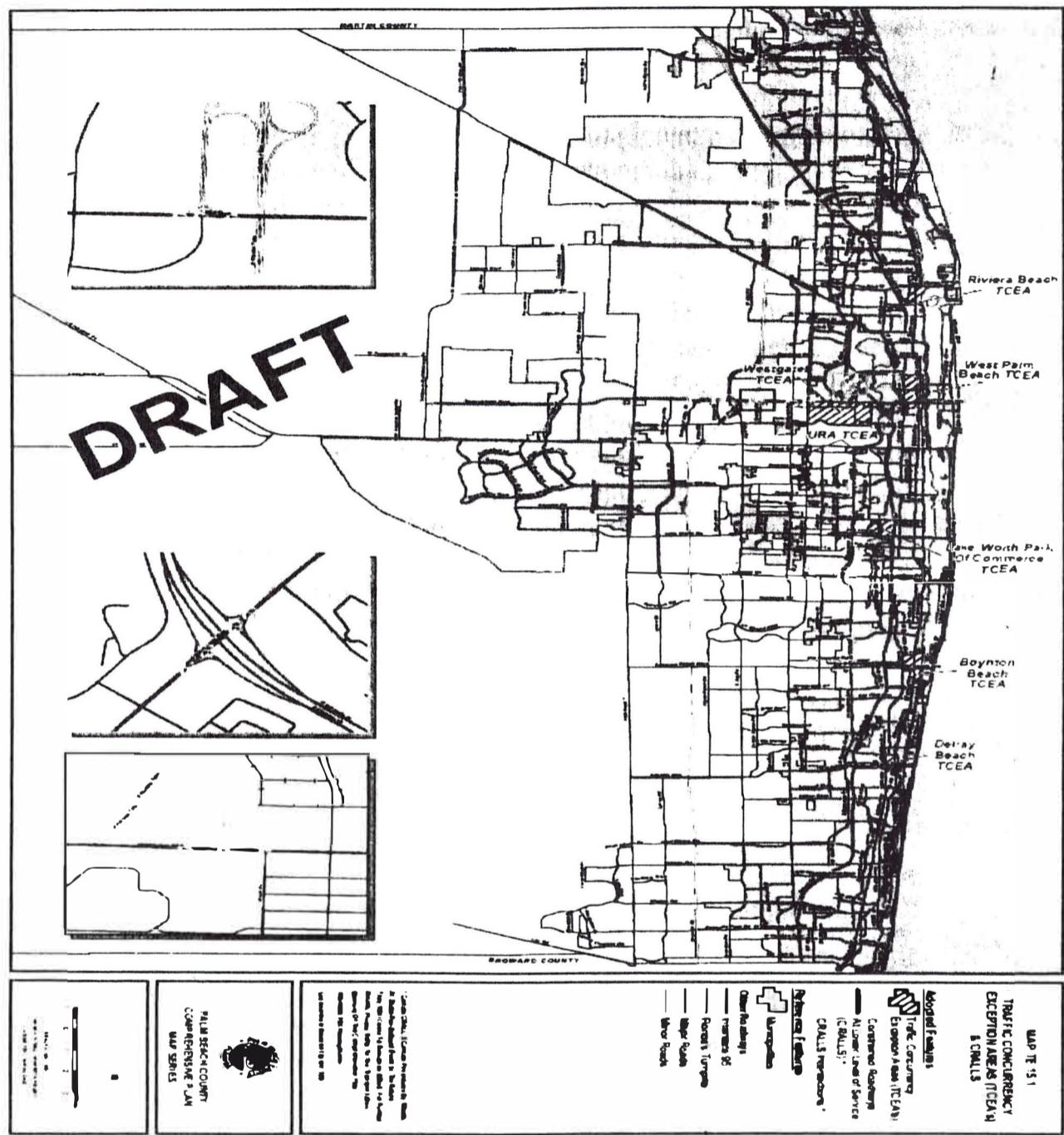
³ Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

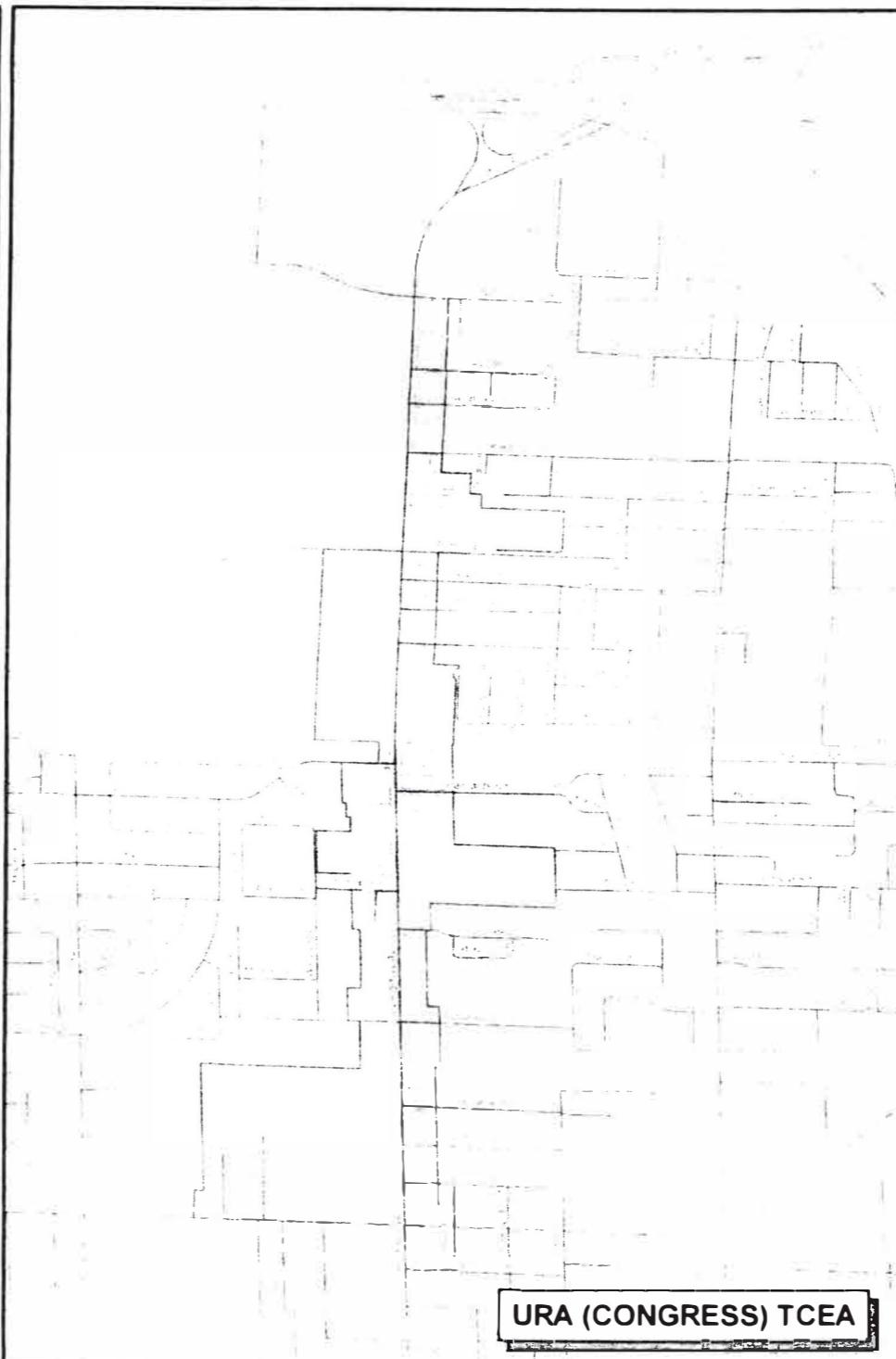
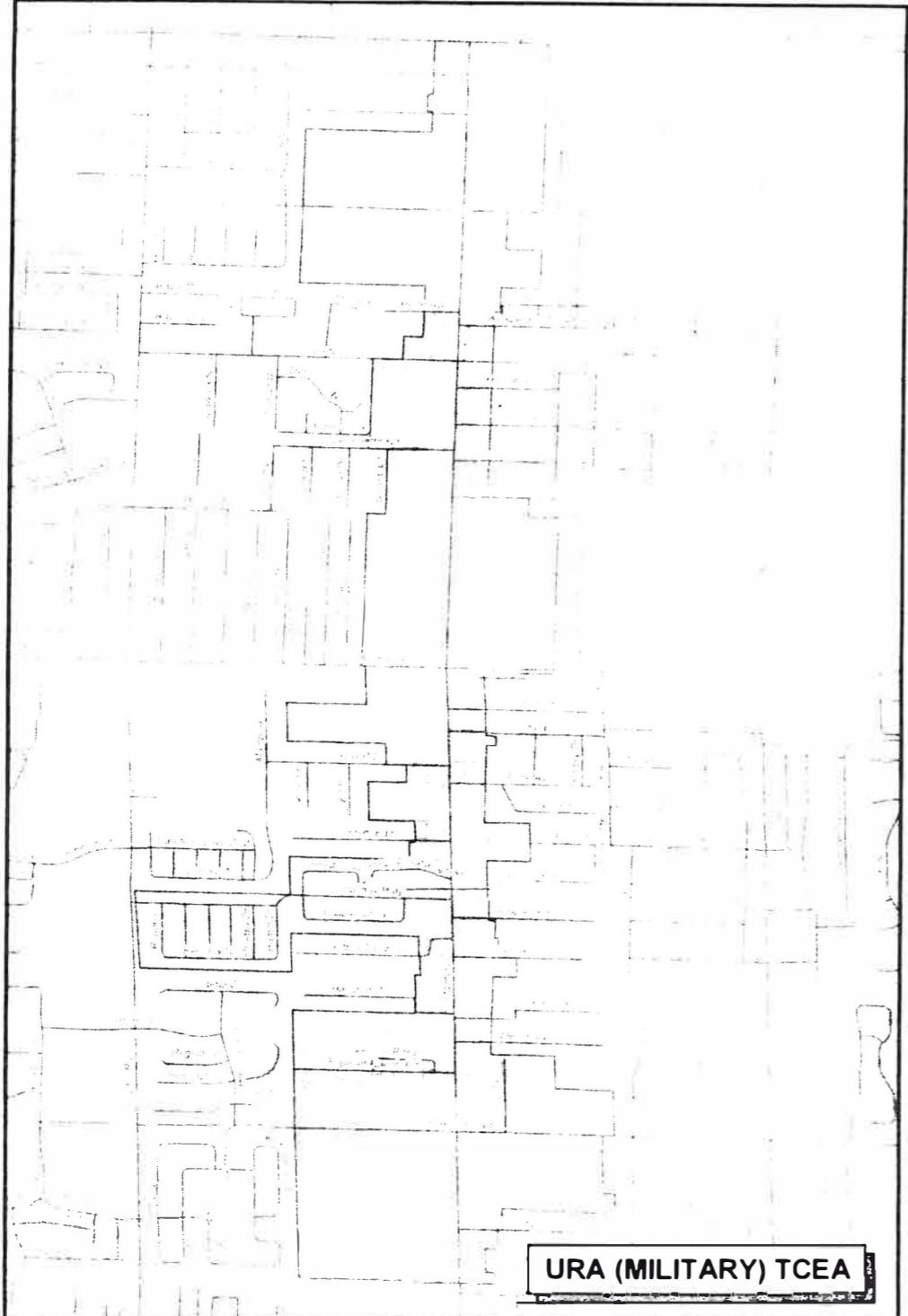
5. Mixed use centers should be strategically spaced preferably located at major corridor intersections and should have frontage roads with parallel on-street parking.
6. By January 2009, the County's Planning Division in coordination with the County's Engineering Department, Palm Tran and the Metropolitan Planning Organization (MPO) shall undertake a detailed transit study to augment the existing Palm Tran bus services (Route 2 connects Congress Avenue to the Tri-Rail stations in West Palm Beach, Delray Beach and Boca Raton and Route 40 connects the junction of Southern Boulevard and Military Trail to the Tri-Rail station in West Palm Beach) and to explore shuttle bus services from the major employment centers in the two TCEA corridors to the two closest Tri-Rail stations in West Palm Beach and Lake Worth.
7. Transit stations for the two corridors should be built at locations identified in the URA master plan.
8. Projects utilizing this TCEA must meet at least three mitigation strategies out of the fourteen strategies available in the Okeechobee Boulevard Point System outlined in detail in Chapter P, Section 4 of the Traffic Performance Standards in the Unified Land Development Code.
9. Military Trail and Congress Avenue corridors shall maintain its current roadway sections accommodating a maximum of six lanes of traffic; three through lanes in each direction.
10. Consistent with the URA Master Plan, projects should increase North-South connectivity through the development or redevelopment of small and large parcels by requiring continuous frontage roads, connection of commercial parcels, consolidation of driveways through elimination of curb cuts, provision of access in the front and rear

- of existing and future developments and utilization of parking lot driveways to connect existing streets or frontage streets
- 11. Consistent with the URA Master Plan projects should increase corridor capacity through neighborhood connectivity by requiring connectivity to all existing right-of-ways from all new developments or redevelopments, elimination of street closures, avoidance of right-of-way abandonment and by connecting missing links

B. Map Series, TCEA & CRALLS Map TE 15.1, TCEA Map TE 15.5 & URA Regulating Map LU 9.1, Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA)

REVISIONS: To modify Map TE 15.1, to create TE 15.5 to incorporate additional parcels into the URA TCEA and to modify LU 9.1 PRA in the vicinity of Congress Avenue and Forest Hill Boulevard.





MAP TE 15.5
**TRAFFIC CONCURRENCY
EXCEPTION AREAS (TCEA's)
DETAILS 4**

Traffic Concurrency
Exception Areas (TCEA's) *

- Interstate 95
- Florida's Turnpike
- Major Roads
- Minor Roads

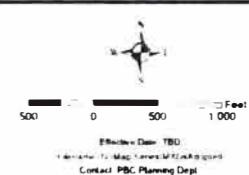
* For Further Details Upon These Features, Please Refer To The Transportation Element Of The Comprehensive Plan.

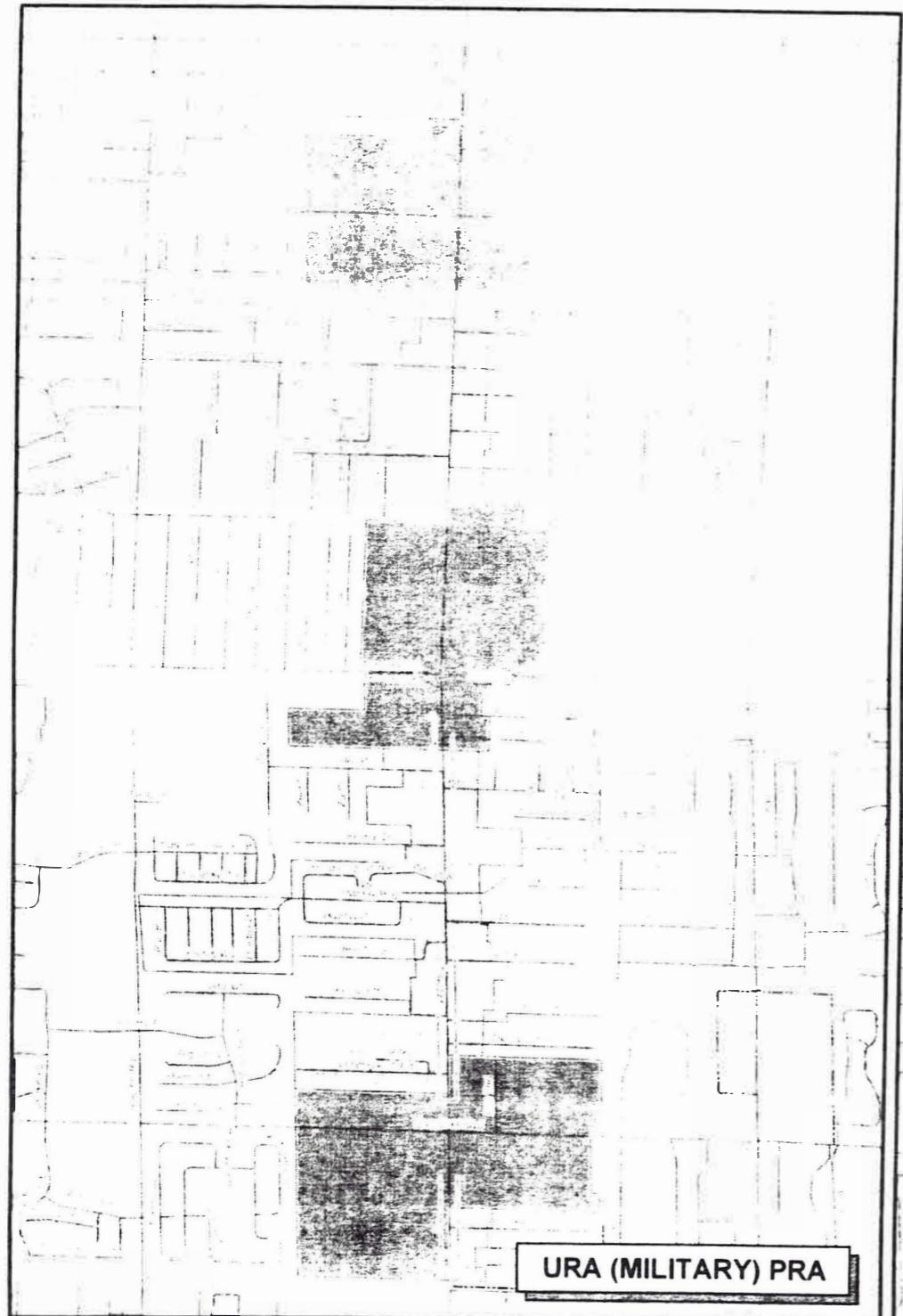
SOURCES: PBC Planning Division

Last Amended In Round 08-1 by Ord. TBD

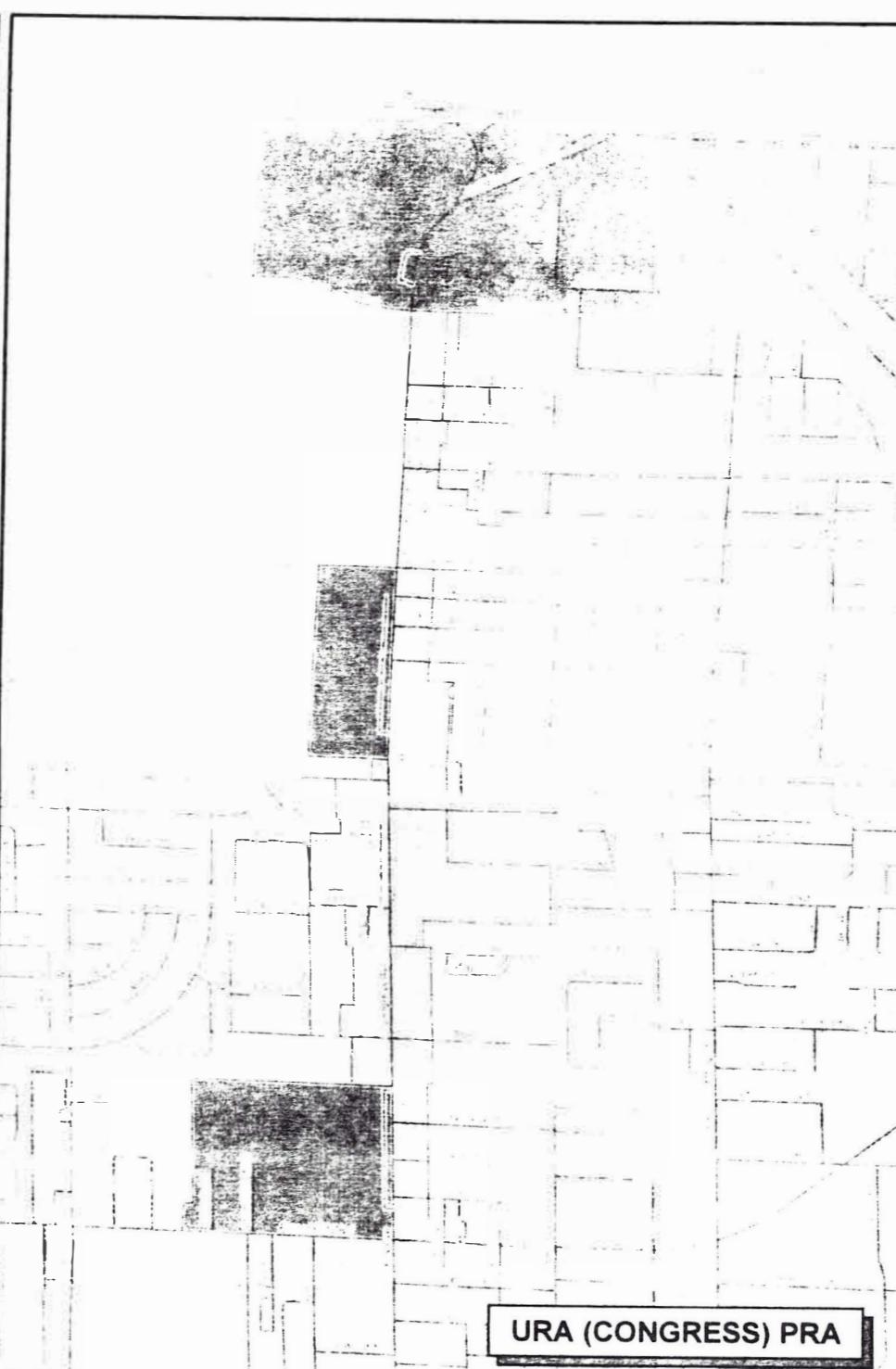


PALM BEACH COUNTY
COMPREHENSIVE PLAN
MAP SERIES





URA (MILITARY) PRA



URA (CONGRESS) PRA

